

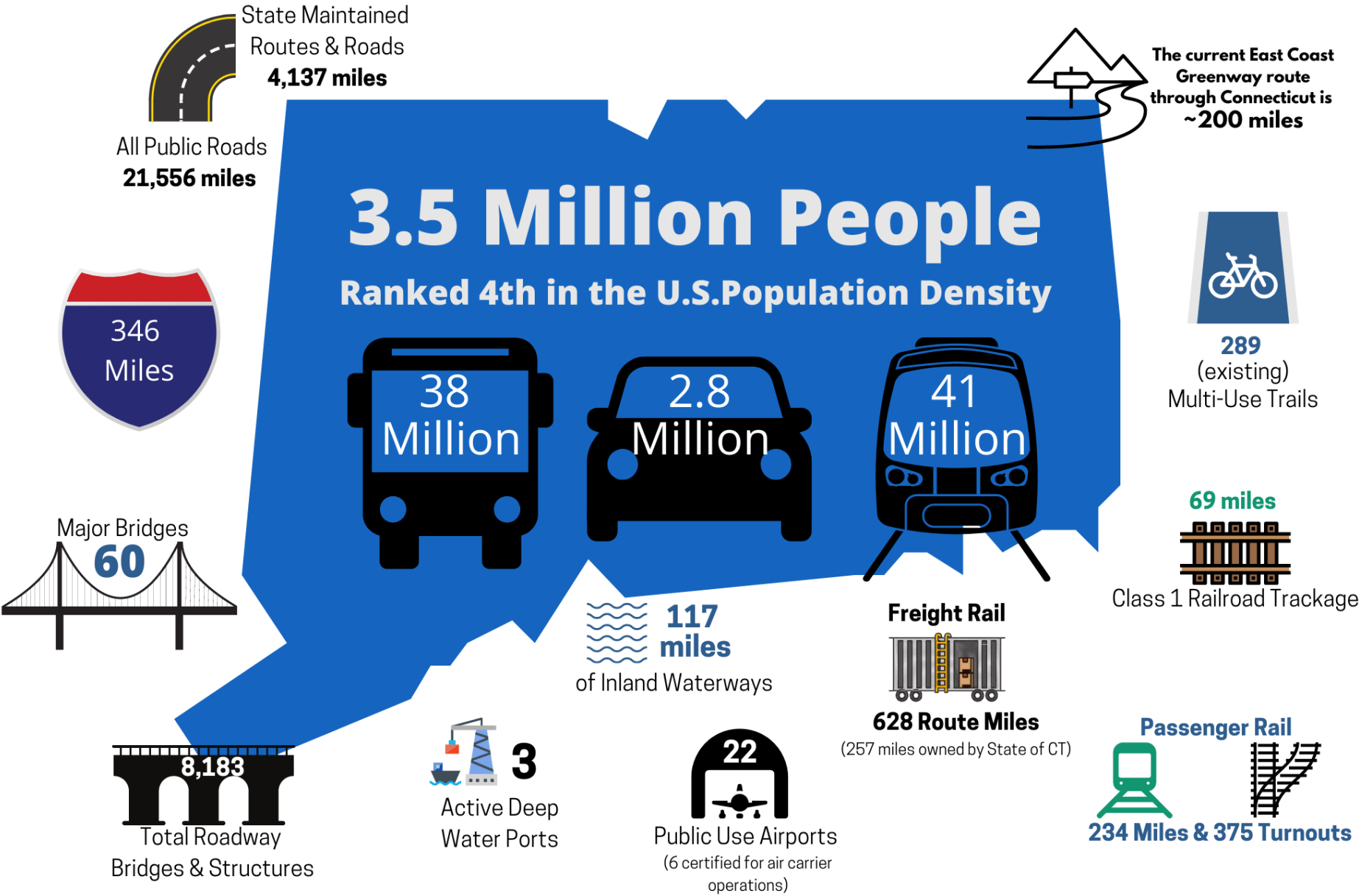


The Impact of COVID on Connecticut's Transportation System

JOSEPH GIULIETTI, COMMISSIONER

JANUARY 27, 2021

Connecticut's Transportation System

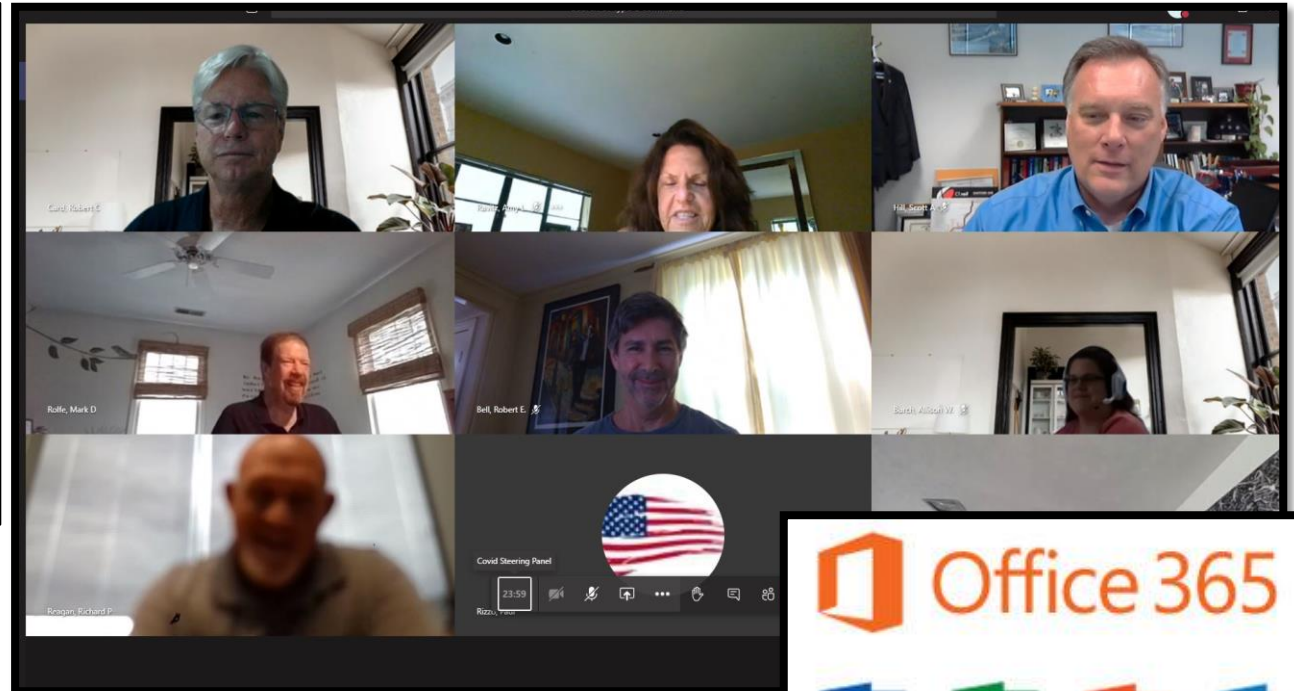


CTDOT Operations During COVID-19

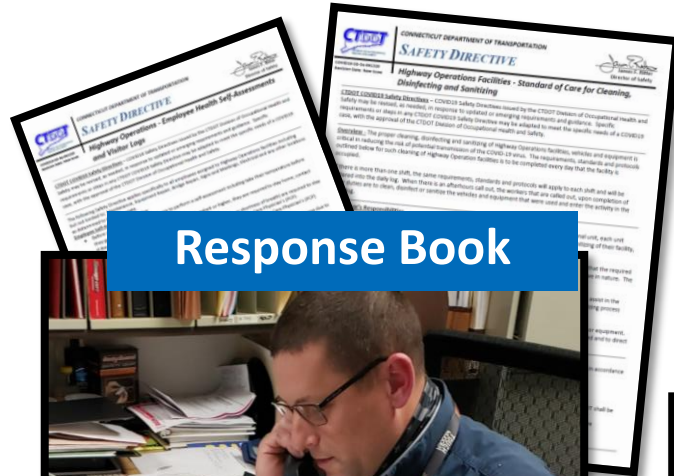


- **1,458 employees** approved for **Telework**
- Telework is working - CTDOT supervisors **overwhelmingly agree** (88%): employees are meeting all their essential job requirements through telework

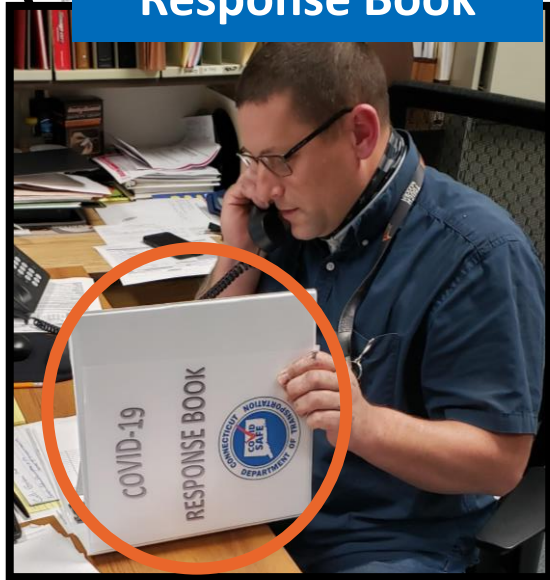
(CTDOT Supervisor Survey, August 2020)



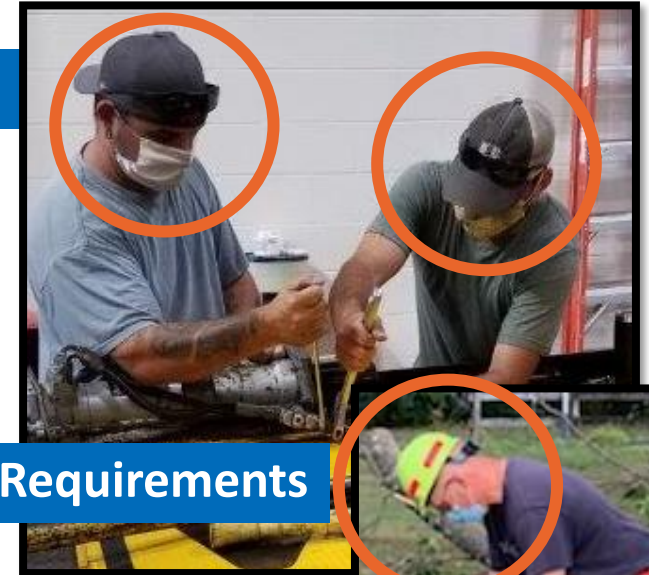
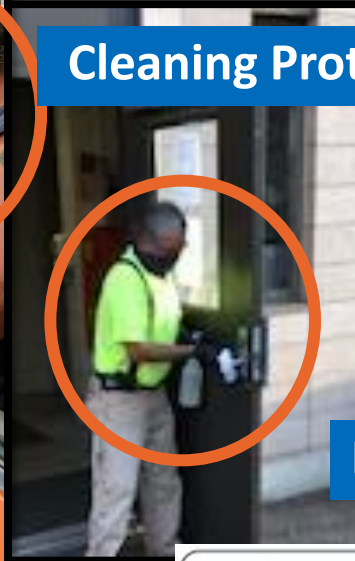
Safety Directives



Response Book



Cleaning Protocols



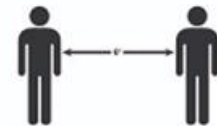
Mask Requirements



Hand Sanitizer Stations



BE MINDFUL
OF SOCIAL
DISTANCING



PLEASE REMAIN 6' APART

WEAR A
MASK



USE UNA
MÁSCARA

Processes

portal.ct.gov/DOT

CTDOT Links & Resources

- [Customer Feedback](#)
- [Calendar of CTDOT Events](#)
- [Metro-North Rail Comments/Feedback](#)
- [Weather Roundup](#)
- [Virtual Public Information Meetings](#)
- [Major Project Updates](#)
- [Performance Measures](#)
- [Traffic Count Data](#)
- [Public Transportation Resources](#)
- [CTDOT Research](#)
- [CASE Winter](#)

Virtual Public Information Meetings

Virtual Public Information Meeting Videos



WALK BRIDGE PROGRAM - MANRESA ISLAND

NORWALK, CT

June 16, 2020

Proposed use of Manresa Island as a construction staging area for the upcoming Walk Bridge Replacement Project.



CT STATEWIDE ROAD DIET FEASIBILITY STUDY STATE PROJECT #0170-3480

US RTE 1 (POST RD), FAIRFIELD, CT

June 17, 2020

Convert existing multi-lane undivided roadway to two through lanes with a center turn lane or other treatment.



Instruction Guide for Completing the Invoice Summary and Processing (ISP) Form

Section 1 - Contract ID
The CORE ID entry is very important because it will provide us the information required to properly direct your invoice.

**Connecticut Department of Transportation
Invoice Summary and Processing (ISP) Form**

Please submit at least one signed original and one copy of this form with each invoice for:
Department of Transportation, Division of Financial Management & Support - Room 3109
2000 Insull Drive, PO Box 37096, Middletown, Connecticut 06457-0906
Rev 10/2020

Section 1 - To be completed by Vendor.

**Connecticut Department of Transportation
Invoice Summary and Processing (ISP) Form**

Please scan into pdf and submit a signed copy of this form with each invoice to:
[DOT JMS INVOICES@dot.gov]
Invoices not submitted as directed or incomplete could result in the invoice being sent back.

Section 1 - To be completed by Vendor. (Please see the Instruction Guide worksheet tab for assistance in completing this form.)

Contract CORE ID: _____

Vendor Name & Remit Address:
Please contact the Department for all remittance address changes.)

Payee: _____

Address: _____

City: _____

State: _____ Zip Code: _____

Chief Contract Description: _____

Vendor Contacts:
Engineering: _____
Financial: _____

First Name: _____ Phone: _____ Email: _____

Vendor Invoice No. (if/for): _____ (Up to 30 characters will appear on the remittance check.)
(The Vendor Invoice Number must be unique for each invoice. (Whether it entered into the Invoice Number and Brief Description field will appear on the check which is helpful.)

Billing Period: From: _____ To: _____ Billed Amount: _____
(Billing Period must be filled in.)

Brief Invoice Description: _____ (Up to 70 characters will appear on the remittance check.)

I certify that the above claim for reimbursement is just and correct and that all work has been performed as indicated.

Section 2 - For DOT Office Use Only

Certification of Commodities Received or Services Rendered:

Received By: _____ Date: _____

First Name: _____ Last Name: _____

Signature: _____ Date: _____

Send To: _____

First Name: _____ Last Name: _____

Signature: _____ Date: _____

Digitized Forms

COVID-19 update: Connecticut DOT gives a boost to outdoor dining

COVID-19 :: by MARK PAZNIOKAS | MAY 23, 2020 | "EXIT CLEAN READ"

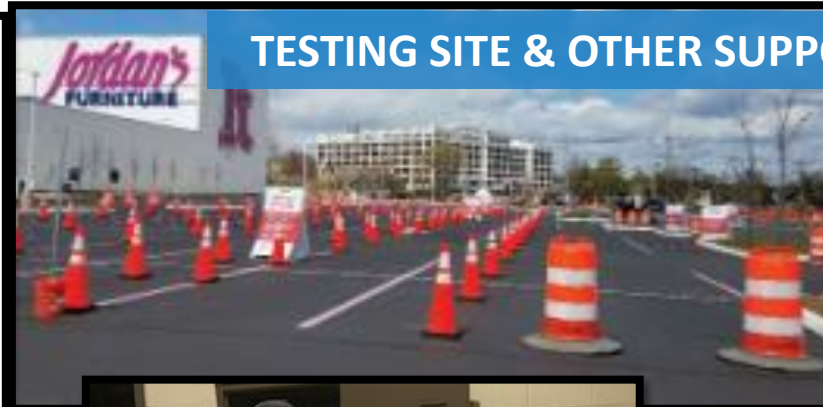


With rain and chilly temperatures, it wasn't a good day for al fresco dining. But Gov. Ned Lamont announced Saturday the issuance of the first-of-its kind state permit: Mystic Pizza was granted permission to use a state highway right-of-

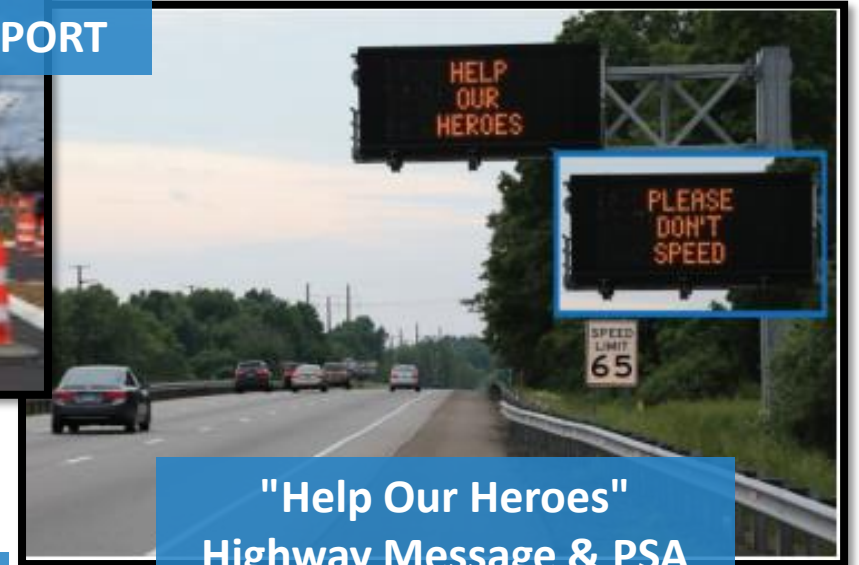
way for outdoor dining. It's not quite as dangerous as it sounds. The pizza place made famous by a

RIGHTS OF WAY PERMITS

TESTING SITE & OTHER SUPPORT



COVID SIGNAGE

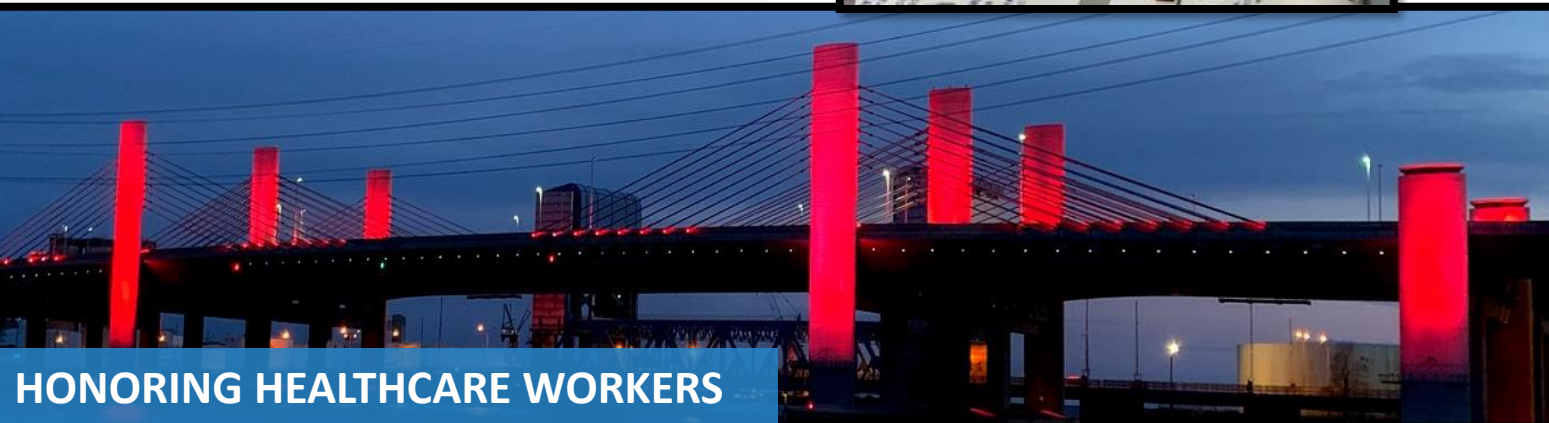


"Help Our Heroes" Highway Message & PSA

Food trucks help feed truckers along I-91 in Wallingford

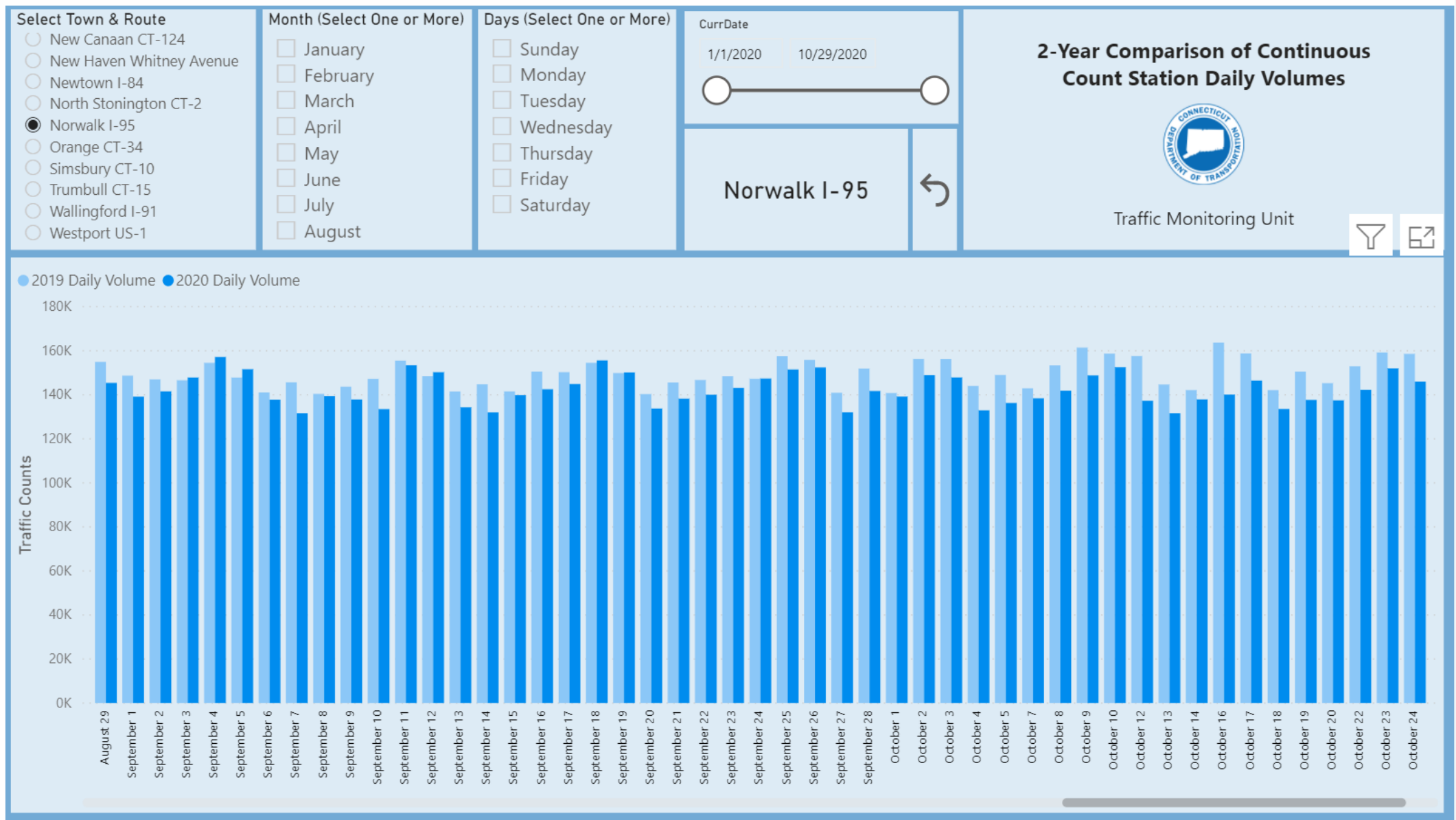


FOOD TRUCK PERMITS



HONORING HEALTHCARE WORKERS

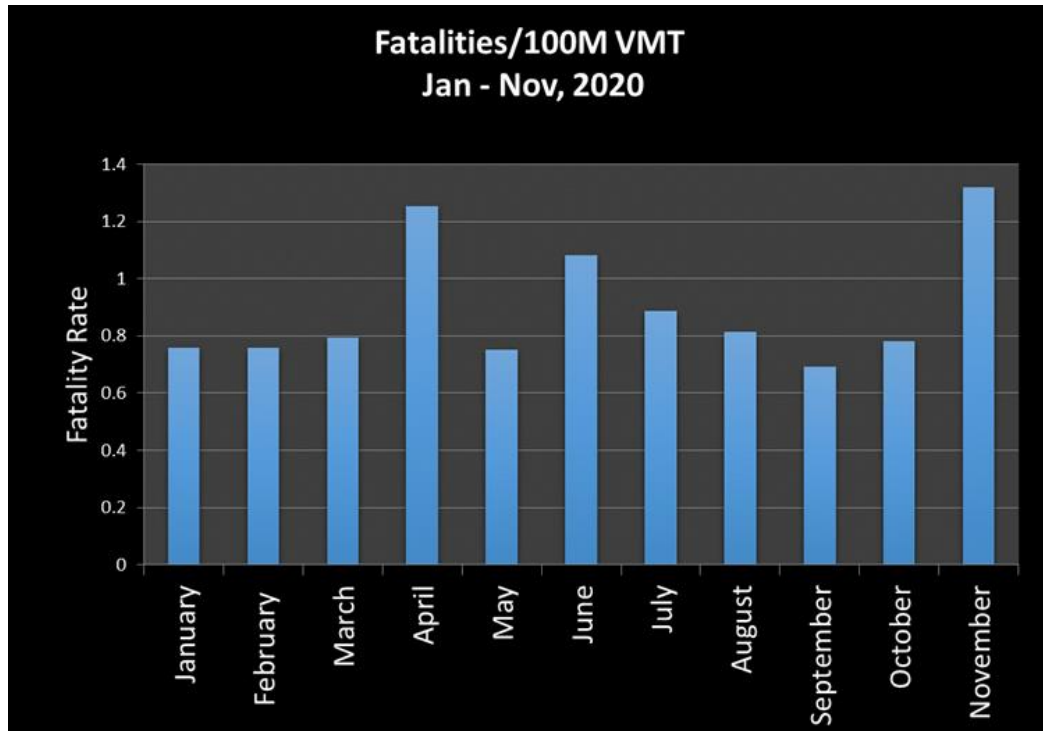
Traffic Analysis: Volumes



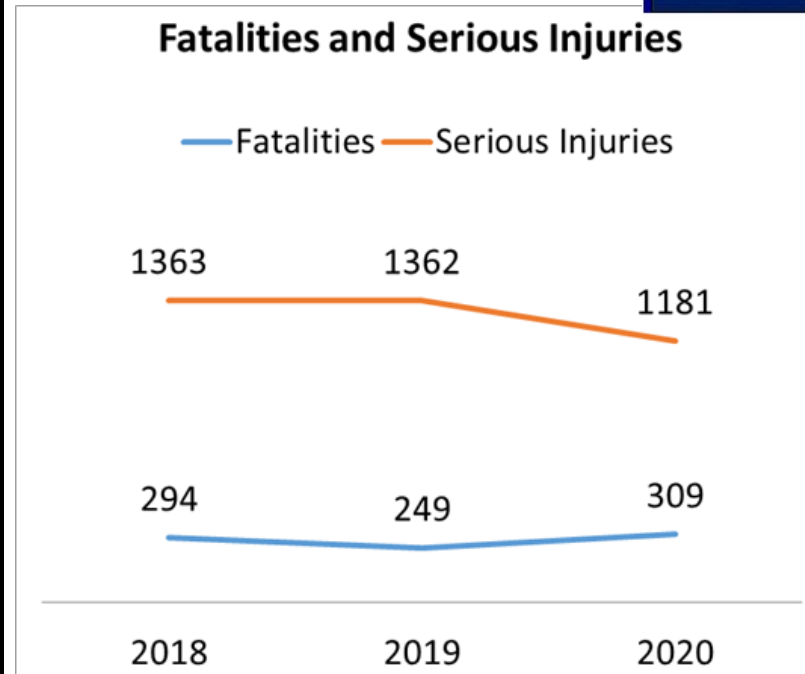
Traffic Analysis: Safety Concerns

Fatalities on our Highways has Increased

Connecticut Traffic Deaths			
Year to Date as of January 18th			
2021	2020	2019	2018
11	11	14	10
Preliminary Year-End Total			
UConn		2020	
		309	

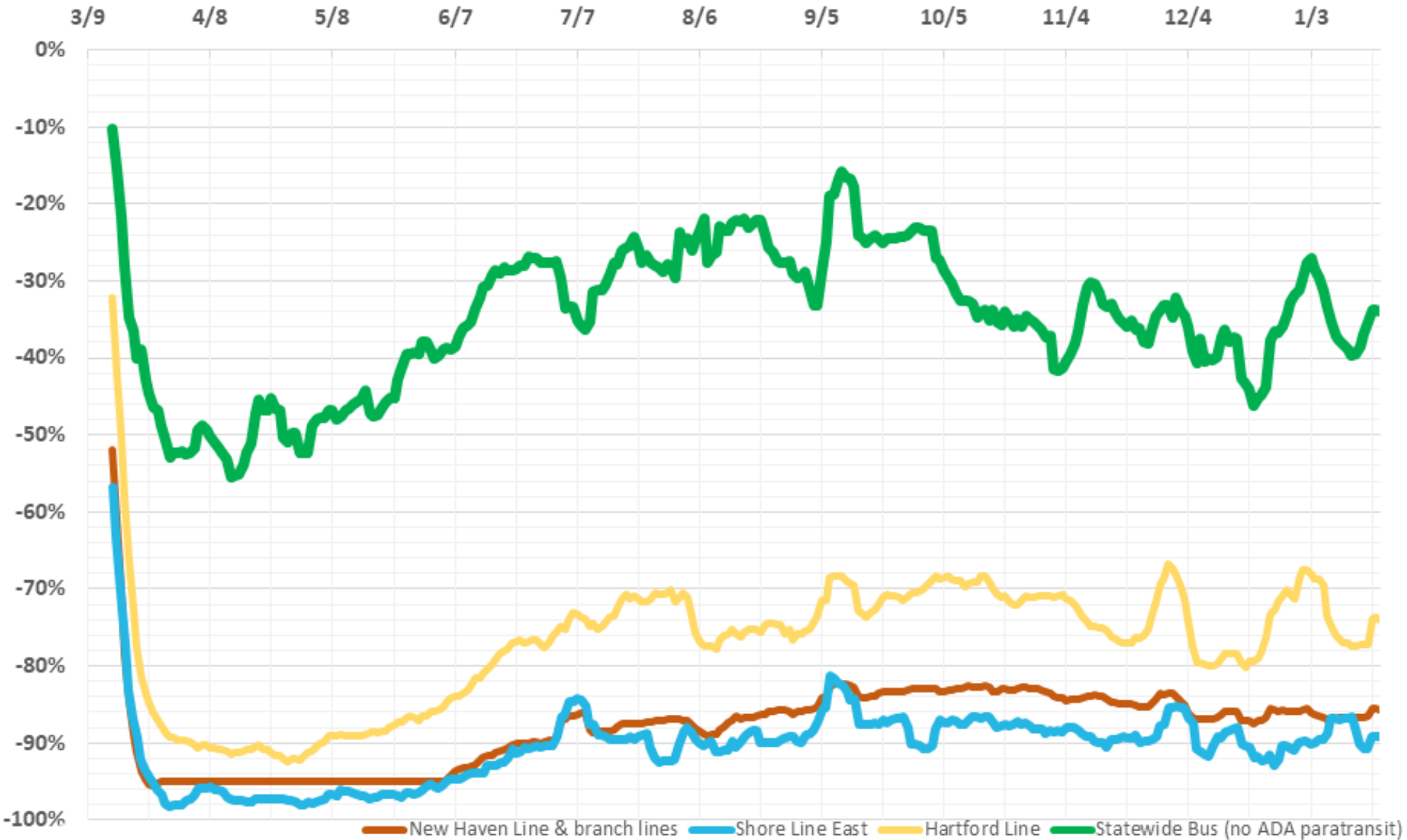


Note: VMT data was obtained from Streetlight. Fatality data is CTDOT preliminary data and subject to change



Connecticut Public Transportation Ridership Trends

7 Day Moving Average Covid-19 Impacts



Fiscal Impacts

Special Transportation Fund

FY 2021 Projection

- Adopted budget (pre COVID) had anticipated **\$64.5** million **surplus** from operations, with a projected 6/30 fund balance of \$423.4 million
- January 2021 forecast now anticipates a **\$59.5** million operating **deficit**, and it is projected that the fund balance on June 30, 2021 will be \$108.9 million
- Current revenue projection anticipates a **\$190** million loss to revenue compared to adopted budget

From the OPM January 2021 Forecast Letter – Fund Projection

	FY 2021 Projection				
	(in millions)			Change in	Jan. Est.
	Budget (as	Dec.	Jan.	Estimate -	Variance
	Revised	Estimate	Estimate	Jan. vs.	from
<u>General Fund</u>	<u>Dec. 2019)</u>	<u>Estimate</u>	<u>Estimate</u>	<u>Dec.</u>	<u>Budget</u>
Revenues	\$ 20,252.5	\$ 19,018.1	\$ 19,761.7	\$ 743.6	\$ (490.8)
Expenditures	20,086.3	19,658.3	19,624.1	(34.2)	(462.1)
Operating Results - Surplus/(Deficit)	\$ 166.2	\$ (640.2)	\$ 137.6	\$ 777.8	\$ (28.7)
<u>Budget Reserve Fund</u>					
Deposit / (Withdrawal)	\$ 467.7	\$ (701.8)	\$ 431.0	¹ \$ 1,132.9	\$ (36.7)
Proj. Balance 6/30	\$ 3,542.3	\$ 2,372.7	\$ 3,505.6	\$ 1,132.9	\$ (36.7)
<u>Special Transportation Fund</u>					
Revenues	\$ 1,880.8	\$ 1,689.6	\$ 1,690.7	\$ 1.1	\$ (190.1)
Expenditures	1,816.3	1,750.2	1,750.2	-	(66.1)
Operating Results - Surplus/(Deficit)	\$ 64.5	\$ (60.6)	\$ (59.5)	\$ 1.1	\$ (124.0)
Proj. Fund Balance 6/30	\$ 423.4	\$ 107.8	\$ 108.9	\$ 1.1	\$ (314.5)

Fiscal Impacts

Connecticut's Special Transportation Fund (STF) has faced fiscal pressures for many years

- Gas Tax was reduced by \$0.14 in late 1990s and has not been increased since.
- Revenue from the state's General Fund has been moved into the STF.

COVID has increased pressures on the STF by reducing major sources of revenue by an estimated **\$190M** (from adopted budget)

- The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) may provide some revenue backstop as requested by state DOTs.
- FTA CARES Act Funds are allowing us to continue to operate public transportation by replacing lost farebox revenue but excluded the Hartford Line from eligibility.

From the OPM January 2021 Forecast Letter - Revised Revenue

	General Assembly Budget Plan ¹ :	Revised Estimates OPM	Over/ (Under)
TAXES			
Motor Fuels	\$ 505.1	\$ 467.4	\$ (37.7)
Oil Companies	330.2	203.5	(126.7)
Sales & Use Tax	454.1	442.3	(11.8)
Sales Tax DMV	86.1	94.0	7.9
TOTAL - TAXES	1,375.5	1,207.2	(168.3)
Less: Refunds of Taxes	(15.0)	(15.0)	-
TOTAL - TAXES - NET	\$ 1,360.5	\$ 1,192.2	\$ (168.3)
OTHER REVENUE			
Motor Vehicle Receipts	\$ 305.9	\$ 332.9	\$ 27.0
Licenses, Permits, Fees	146.6	129.6	(17.0)
Interest Income	36.7	4.9	(31.8)
Federal Grants	11.8	11.8	-
Transfers (To)/From Other Funds	24.5	24.5	-
Refunds of Payments	(5.2)	(5.2)	-
TOTAL - OTHER REVENUE	\$ 520.3	\$ 498.5	\$ (21.8)
TOTAL - SPECIAL TRANSPORTATION FUND REVENUE	\$ 1,880.8	\$ 1,690.7	\$ (190.1)

PRE-COVID

January 2020 Consensus Revenue Projection

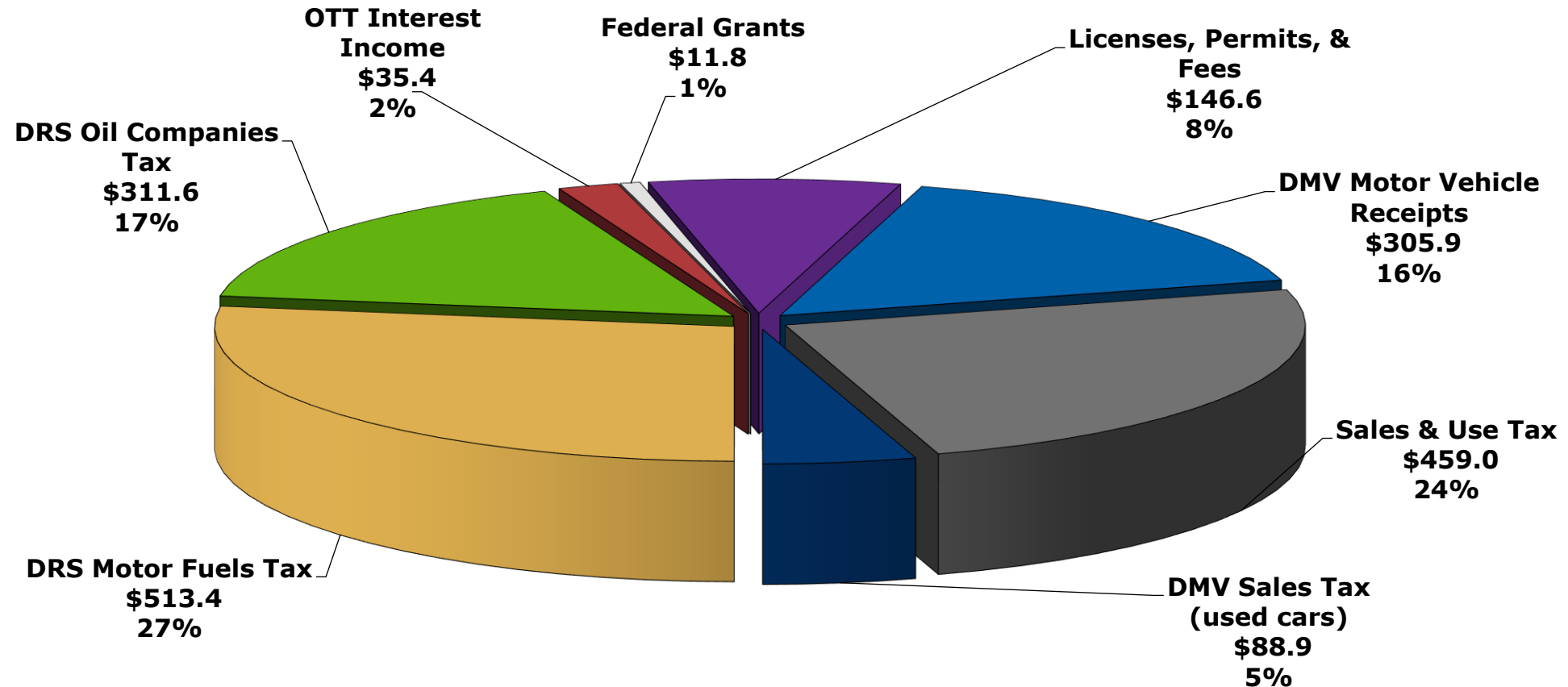
STF Revenue Sources (\$ millions)

Gross Total = \$1.872.6 Billion

Less refunds – \$20.2 million

Plus Transfers + \$24.5 Million

FY 2021 Estimated Revenues - \$1.877 Billion



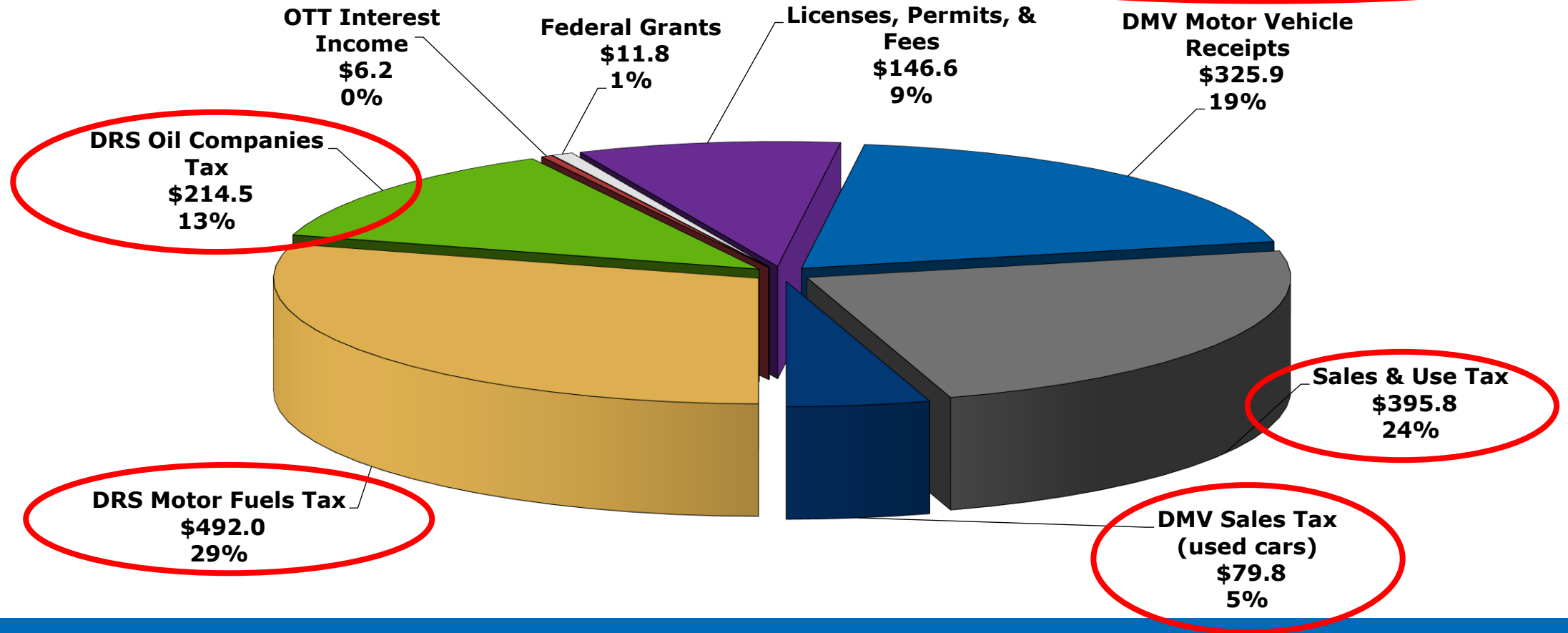
Projected Revenue

POST-COVID FY 2021
April 2020 Consensus Revenue Projection
STF Revenue Sources (\$ millions)

Gross Total = \$1.6726 Billion
Less refunds – \$20.2 million
Plus Transfers + \$24.5 Million

FY 2021 Estimated Revenues - \$1.677 Billion

Projected Down \$200M or 11%



Projected Revenue

January 2021 Consensus Revenue

SPECIAL TRANSPORTATION FUND												
January 2020 and January 2021 Consensus Comparison												
	FY 2021			FY 2022			FY 2023			FY 2024		
	January '20	January '21		January '20	January '21		January '20	January '21		January '20	January '21	
	Consensus	Consensus	Difference	Consensus	Consensus	Difference	Consensus	Consensus	Difference	Consensus	Consensus	Difference
Taxes												
Motor Fuels Tax	\$ 513.4	\$ 467.4	\$ (46.0)	\$ 510.0	\$ 473.3	\$ (36.7)	\$ 507.9	\$ 486.0	\$ (21.9)	\$ 505.5	\$ 492.5	\$ (13.0)
Oil Companies Tax	311.6	203.5	(108.1)	319.4	246.3	(73.1)	327.4	268.0	(59.4)	335.6	284.2	(51.4)
Sales & Use Tax	459.0	442.3	(16.7)	651.6	651.8	0.2	754.0	754.6	0.6	765.3	769.3	4.0
Sales Tax - DMV	88.9	94.0	5.1	89.8	88.2	(1.6)	90.7	89.5	(1.2)	91.6	90.4	(1.2)
Refunds of Taxes	(15.0)	(15.0)	-	(15.6)	(15.5)	0.1	(16.2)	(16.2)	-	(16.8)	(16.9)	(0.1)
Total-Taxes Less Refunds	\$ 1,357.9	\$ 1,192.2	\$ (165.7)	\$ 1,555.2	\$ 1,444.1	\$ (111.1)	\$ 1,663.8	\$ 1,581.9	\$ (81.9)	\$ 1,681.2	\$ 1,619.5	\$ (61.7)
Other Sources												
Motor Vehicle Receipts	\$ 305.9	\$ 332.9	\$ 27.0	\$ 263.5	\$ 263.5	\$ -	\$ 265.6	\$ 265.6	\$ -	\$ 274.4	\$ 274.4	\$ -
Licenses, Permits, Fees	146.6	129.6	(17.0)	147.6	140.7	(6.9)	148.2	141.9	(6.3)	148.8	143.1	(5.7)
Interest Income	35.4	4.9	(30.5)	37.3	5.1	(32.2)	38.1	5.5	(32.6)	38.8	6.4	(32.4)
Federal Grants	11.8	11.8	-	11.0	11.0	-	10.1	10.1	-	9.2	9.2	-
Transfers From/(To) Other Funds	24.5	24.5	-	(5.5)	(5.5)	-	(5.5)	(5.5)	-	(5.5)	(5.5)	-
Refunds of Payments	(5.2)	(5.2)	-	(5.0)	(5.0)	-	(5.0)	(5.0)	-	(5.0)	(5.0)	-
Total Other Revenues	\$ 519.0	\$ 498.5	(20.5)	\$ 448.9	\$ 409.8	(39.1)	\$ 451.5	\$ 412.6	(38.9)	\$ 460.7	\$ 422.6	(38.1)
Grand Total STF Revenues	\$ 1,876.9	\$ 1,690.7	\$ (186.2)	\$ 2,004.1	\$ 1,853.9	\$ (150.2)	\$ 2,115.3	\$ 1,994.5	\$ (120.8)	\$ 2,141.9	\$ 2,042.1	\$ (99.8)
		change	-9.9%			-7.5%			-5.7%			-4.7%

Projected Revenue

SFY21 - Lost Revenue by Major Category

January 2021 vs January 2020 Consensus Revenue

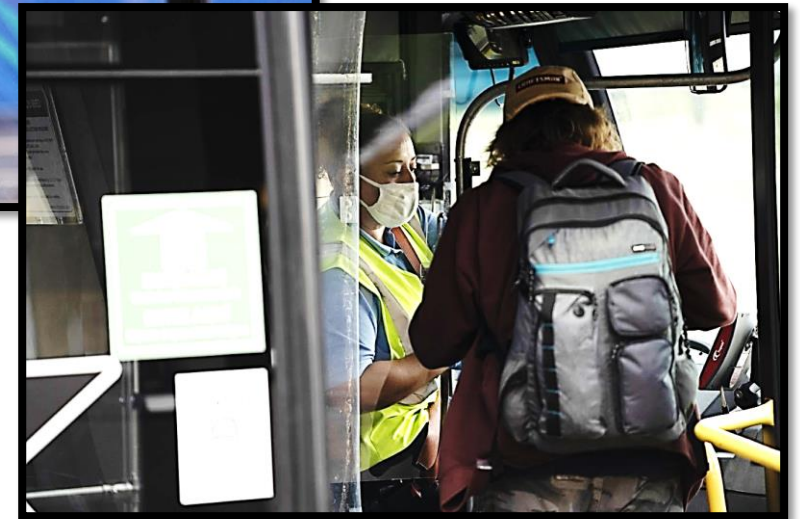
Projected STF Revenue Losses - Future Years:
SFY22 = (\$150.2M) // SFY23 = (\$120.8M) // SFY24 = (\$99.8M)

Consensus Revenue Projected Loss (in millions \$)		
Category	FY21 - Projected Decrease	% of Loss
Oil Companies Tax	(108.1)	-35%
Motor Fuels Tax	(46.0)	-9%
Interest Income	(30.5)	-86%
Sales & Use Tax	(11.6)	-3%

Projected Revenue

CTDOT Public Transportation: An Essential Service during COVID-19

- Keep workers and riders safe through enhanced cleaning, driver "office doors" and PPE
- Continue to monitor service levels and ridership
- Leverage federal CARES Act & CRRSSA funding until ridership and revenue rebounds



COVID-19 Enabled Accelerated Construction



- Waterbury Line signal and sidings
- Positive Train Control
- Track maintenance – railroad tie replacement
- Fleet maintenance activities



CTDOT Public Transportation: Looking to the Future

- Reallocate resources to where riders want to go
- Focus on the customer experience
- Integrate fares and fare systems to provide seamless service across providers and modes
- Explore further use of micro-transit to improve service and reduce costs
- Provide Wi-Fi or other connectivity solutions on buses and trains



CTDOT Public Transportation: Looking to the Future

- Continue development of BRT corridors – New Haven area and Fairfield County
- Transition the bus fleet to zero emission vehicles
- Improve train service to provide faster travel times and reliability
- Focus on mobility management



Meet Your New Battery Electric Bus

Noise Level Reduction
Half the noise pollution generated by conventional diesel bus.

Wi-Fi & Smooth Ride
Plug-in and enjoy a quiet, low-vibration ride.

Clean
The only output from the tailpipe is water vapor.

Regenerative Braking Technology
Batteries are recharged when the bus brakes which increases the range the bus can travel between charges.

Noxious Smell/Gases Eliminated
Noxious gases and particulate pollution that is detrimental to our health are eliminated.

Fully ADA Accessible
Low-entry ramp design offers unprecedented ease of entry & exit.

Quick Acceleration
Can easily accelerate from low speeds to pull in and out of traffic.

Travels at least 180 miles on a single charge



Full project descriptions: [CT.gov/e-bus](https://www.ct.gov/e-bus)

CTDOT Engineering & Construction: Well-positioned before and during COVID

- CTDOT is one of a hand full of State DOTs already advanced in digital processes
- Quickly established a remote working environment for design / project management
- Construction personnel continued to report to field following PPE/COVID protocols

Construction During COVID: Highways



Existing I-91 NB
Exit 29.



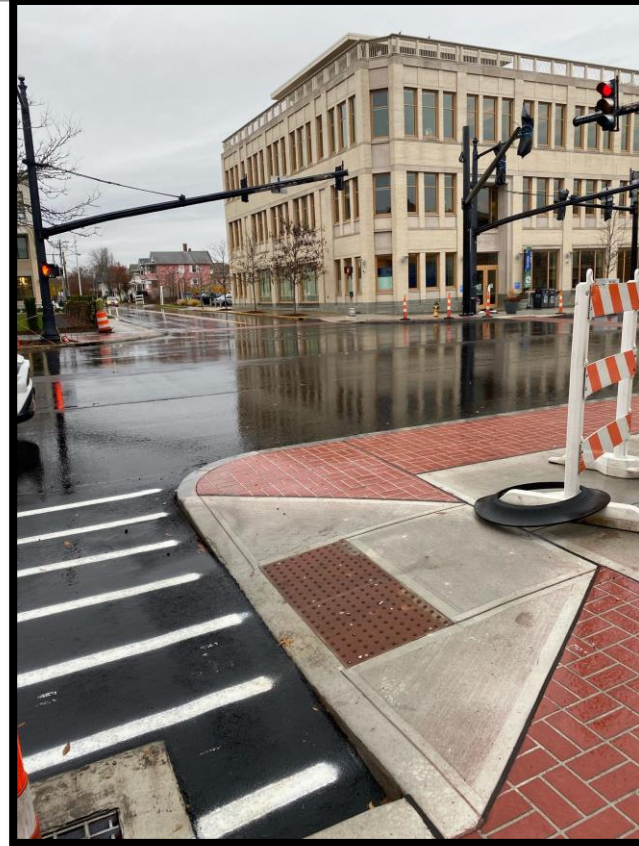
Construction During COVID: Highways



Construction During COVID: Railroad



Construction During COVID: Complete Streets



CTDOT Moving Forward Post COVID-19

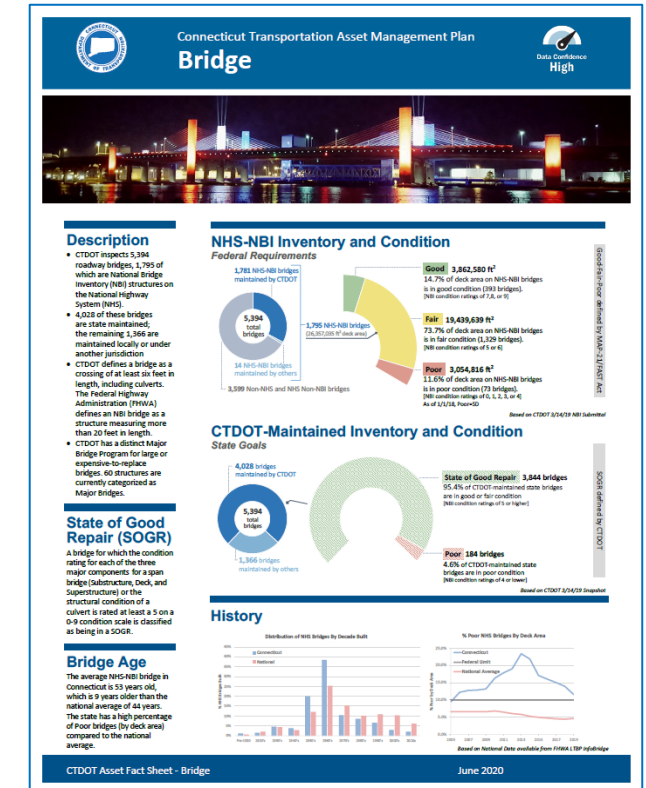
- CTDOT 5-Year Capital Plan – currently remains unchanged
 - Reviewing Highway traffic volumes
 - Reviewing rail and bus ridership

Department of Transportation FFY 2021 - 2025 Capital Plan						
	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	
Highway and Bridge						
Available Funding:						
Federal Funding	\$ 680,900,882	\$ 601,084,370	\$ 599,694,808	\$ 599,694,808	\$ 599,694,808	
State Funding (other than Ramp Up)	\$ 1,186,198,378	\$ 805,875,631	\$ 702,072,189	\$ 593,017,386	\$ 563,689,999	
Ramp Up State Funding	\$ 438,961,310	\$ 305,668,568	\$ 202,368,568	\$ 148,368,568	\$ 72,804,657	
Total Funding	\$ 2,306,060,570	\$ 1,712,628,569	\$ 1,504,135,565	\$ 1,341,080,762	\$ 1,236,189,464	
Less Funding for Programs not in Capital Plan	\$ (282,781,411)	\$ (88,207,088)	\$ (88,207,088)	\$ (88,207,088)	\$ (88,207,088)	
Less Anticipated Carryforward to next year	\$ (661,769,518)	\$ (418,684,154)	\$ (245,637,592)	\$ (140,776,294)	\$ (21,933,716)	
Total Funding Anticipate Utilizing	\$ 1,361,509,641	\$ 1,205,737,327	\$ 1,170,290,885	\$ 1,112,097,380	\$ 1,126,048,660	
Programmed Amount (In Capital Plan)	\$ 1,361,509,641	\$ 1,205,737,327	\$ 1,170,290,885	\$ 1,112,097,380	\$ 1,126,048,660	
Public Transportation						
Available Funding:						
Federal Funding	\$ 506,206,161	\$ 209,918,651	\$ 222,207,451	\$ 207,122,651	\$ 224,062,651	
State Funding (other than Ramp Up)	\$ 374,018,893	\$ 262,040,200	\$ 281,277,200	\$ 283,310,000	\$ 278,425,000	
Ramp Up State Funding	\$ 932,000,000	\$ 785,000,000	\$ 677,000,000	\$ 295,000,000	\$ 185,000,000	
Total Funding	\$ 1,812,225,054	\$ 1,256,978,851	\$ 1,180,474,651	\$ 785,432,651	\$ 687,487,651	
Less Funding for Programs not in Capital Plan	\$ (247,538,738)	\$ -	\$ -	\$ -	\$ -	
Less Anticipated Carryforward to next year	\$ (798,940,200)	\$ (687,471,200)	\$ (303,310,000)	\$ (188,425,000)	\$ -	
Total Funding Anticipate Utilizing	\$ 765,746,116	\$ 569,507,651	\$ 877,164,651	\$ 597,007,651	\$ 687,487,651	
Programmed Amount (In Capital Plan)	\$ 765,746,116	\$ 569,507,651	\$ 877,164,651	\$ 597,007,651	\$ 687,487,651	
Facilities						
Available Funding:						
State Funding	\$ 48,974,059	\$ 55,710,000	\$ 81,050,000	\$ 31,827,000	\$ 30,198,200	
Less Anticipated Carryforward to next year	\$ -	\$ -	\$ -	\$ -	\$ -	
Total Funding Anticipate Utilizing	\$ 48,974,059	\$ 55,710,000	\$ 81,050,000	\$ 31,827,000	\$ 30,198,200	
Programmed Amount (In Capital Plan)	\$ 48,974,059	\$ 55,710,000	\$ 81,050,000	\$ 31,827,000	\$ 30,198,200	
Total All Modes						
Available Funding:						
Federal Funding [1]	\$ 1,187,107,043	\$ 811,003,021	\$ 821,902,259	\$ 806,817,459	\$ 823,757,459	
State Funding (other than Ramp Up) [2] [3] [6]	\$ 1,609,191,330	\$ 1,123,645,831	\$ 1,064,393,389	\$ 908,134,386	\$ 872,313,199	
Ramp Up State Funding [2] [6]	\$ 1,370,961,310	\$ 1,090,668,568	\$ 879,368,568	\$ 643,368,568	\$ 357,604,657	
Total Funding	\$ 4,167,259,683	\$ 3,025,317,420	\$ 2,765,664,216	\$ 2,158,340,413	\$ 1,953,675,315	
Less Funding for Programs not in Capital Plan [4]	\$ (530,320,149)	\$ (88,207,088)	\$ (88,207,088)	\$ (88,207,088)	\$ (88,207,088)	
Less Anticipated Carryforward to next year [5]	\$ (1,460,709,718)	\$ (1,106,155,354)	\$ (548,947,592)	\$ (329,201,294)	\$ (21,933,716)	
Total Funding (Federal and State) Anticipate Utilizing	\$ 2,176,229,816	\$ 1,830,954,978	\$ 2,128,509,536	\$ 1,740,932,031	\$ 1,844,334,511	
Programmed Amount (In Capital Plan)	\$ 2,176,229,816	\$ 1,830,954,978	\$ 2,128,509,536	\$ 1,740,932,031	\$ 1,844,334,511	

- [1] Includes current year federal funding, earmarked funds, as well as prior year carryforwards and funds released from completed projects that are available for reobligation. Earmarked funds are not shown as carryforward, but rather included in the year in which they are anticipated to be obligated.
 - [2] Federal levels are based on FFY 2020 levels under the last year of the FAST Act because a new Transportation Act has not yet been legislated.
 - [3] The five-year ramp up ended in FFY 2020 and the State's Regular Bond Program authorized for FFY 2021 does not include funding increases to reflect the transition to a "ramped-up" regular program.
 - [4] State funding amounts do not include Cost of Insurance, Aviation, Maritime, Town Aid Road or Highway and Bridge Renewal Equipment.
 - [5] Programming for Federal Transit Sec. 5305 MPO Planning funds and Sec. 5337 funds for Hartford is not included in the Capital Plan.
 - [6] Programming for National Highway Traffic Safety Administration (NHTSA) funding is not included in the Capital Plan.
- Programming for LIDCAP and Local Bridge programs is not included in the Capital Plan as they are administered as grant programs.
- Carryforward funds do not include earmarked funding as they are not available for general use.
- State Carryforward includes authorized but unallocated as well as allocated but unutilized funds.
- [6] All references to "Ramp Up" State funding are associated with funds provided under PA 15-1, Sec. 232-233.



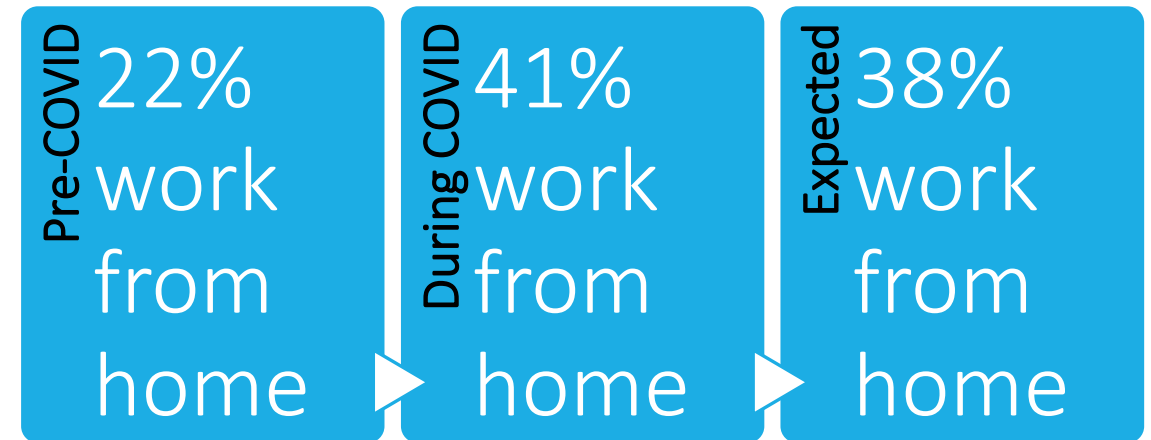
- Continued focus on TAM (Transportation Asset Management)
- Data driven investment strategies focused on State of Good Repair



Where is the Future of Transportation Going?

WHAT WE KNOW

- How we work, learn, shop and dine has shifted, impacting travel patterns
- Current fears exist around Public Transportation (especially air travel) and ride hailing
- Income disparities exist
 - who must report to work, and the mode choices they have to get there

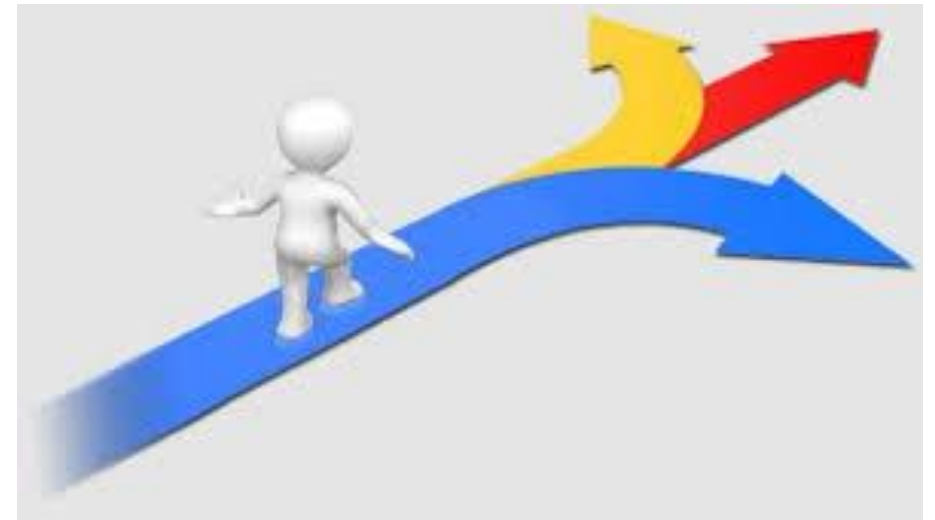


** Data from TRB 2021 Annual Meeting Presentation "Future of Travel in a Post COVID 19 Pandemic World"*

Where is the Future of Transportation Going?

UNCERTAINTIES IN TRAVEL PATTERNS, INTERMODAL NEEDS

- What behaviors will last & for how long
- How the economy will rebound
- What employers will do
 - Change policies / close offices to reduce overhead
- Federal and State policies changes may occur
 - De-Carbonization, NEPA changes



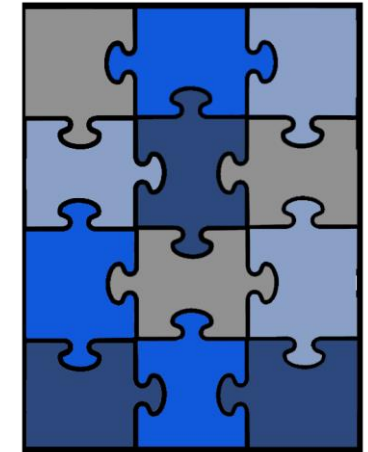
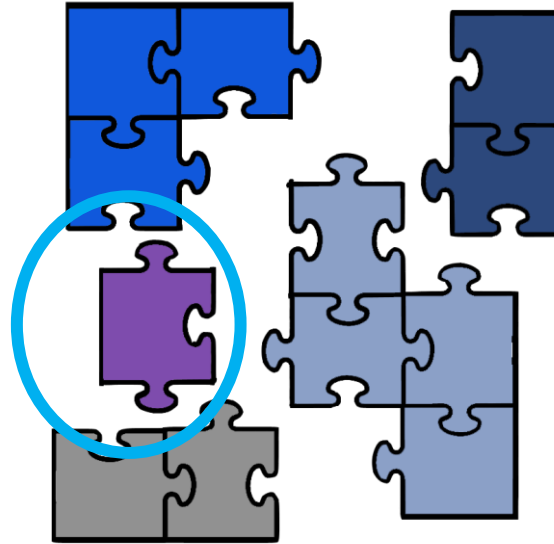
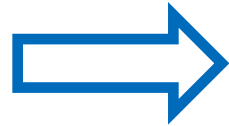
** Data from TRB 2021 Annual Meeting Presentation "Future of Travel in a Post COVID 19 Pandemic World" & "Planning for a New Normal"*

Planning Studies for Targeted Improvements

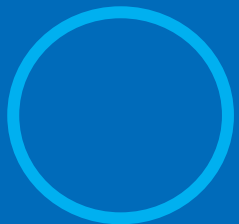
Identify

Define & Analyze

Implement the Strategy



A process that identifies critical issues, a range of potential alternatives, project priority, possible phasing, and identification of funding sources, all prior to NEPA



= Early project identification



Thank You!